



### Market Summary

#### WTI leads the charge after EIA bullish data

EIA data printed large broad-based draws for the week ending 19 July. Crude inventories fell by 3.7mmbbls, Gasoline fell by 5.6mmbbls, and distillates fell by 2.7mmbbls. Refinery utilization was also down. So constructive amidst a stock market sell-off. Oil reacted to inventories and equities to destructive economic data. Which one do you think has the bigger power? You decide, but we think it is a dead cat bounce. WTI flat price sprung, just like the figure overleaf. Following the oil data release, crude oil started to gather steam and closed the window at \$77.84/bbl, booking a \$1.16/bbl gain over the same time yesterday.

Russia has announced plans to spread compensation cuts for its previous overproduction, allegedly resulting from “technical particularities.” Russia made no comment on how much exactly they overproduced. With a large portion of seaborne crude exports distributed through a growing shadow fleet and hence unreported, who will ever know? We’ve heard all this before, and in our experience OPEC members and friends are like politicians sweeping away the peccadillos promising to do better next time.

However, Russia has clearly adapted well to Western sanctions. Urals are cropping up across the globe. In May, India’s Reliance refinery agreed to purchase at least 3mmbbls of the grade each month for a year, paid in roubles. And most recently Bolivia has been enjoying Russian diesel, having faced dramatic fuel shortages. India’s imports of Venezuelan crude will go up again as the US stood aside. India and China do not listen too good to the US guidance anyway, look at their Russian imports. Asia is gone!

According to ship tracking data, Zeynep, an oil/chemical tanker, left the Russian port of Primorsk on 25 June before reportedly unloading her cargo in Chile on 23 July. This expansion to Latin America only reflects how the policies that seek to limit Russia’s oil revenues have forced Russia to diversify that revenue stream, reducing the efficacy of those sanctions and the power held by the West. Russia has been forced to develop extensive trade networks across the world, which they now stand to benefit from.

### Summary

Physical and Futures		24-Jul-24	1-Day Change	7-Day Change
Brent Sep (fut)	(\$/bbl)	81.870	+1.030	-2.870
WTI Sep (fut)	(\$/bbl)	77.840	+1.160	-3.180
Dubai Sep (phys)	(\$/bbl)	81.320	+1.060	-3.000
Crude Swaps Aug				
Brent	(\$/bbl)	80.940	+1.030	-2.740
DFL	(\$/bbl)	0.730	-0.080	-0.360
WTI	(\$/bbl)	77.450	+1.140	-3.140
Dubai	(\$/bbl)	80.130	+1.110	-3.250
Tenor		Sep-24	Oct-24	Nov-24
Crude Futures				
Brent (fut)	(\$/bbl)	81.870	80.980	80.230
WTI (fut)	(\$/bbl)	77.840	76.770	75.930



## In detail

Crude springs back after EIA data. Brent was back within touching distance of \$82/bbl at the European close and Sep WTI is close to \$78/bbl. Both contracts gained over \$1/bbl against yesterday. The M1/M2 spreads for Brent futures were unchanged against yesterday at \$0.89/bbl.

In contrast to this morning's data from India, which was all positive, European PMI data was rough. Market consensus was for moderation against the month prior, but the opposite was true; business conditions declined more aggressively than last month. In France, the Manufacturing PMI printed 44.1 for July, deep in contractionary space and a 1.7 point market surprise to the downside—the 26th straight month of declining output and the most rapid contraction since January. Weak sales and customer delays drove the worsening factory production, whilst declines in new orders accelerated. The Olympics may stimulate some resurgence in economic activity in France, for sure some wine drinking, but long-term positive impacts are expected to be minimal. The Olympics are actually cash-negative for the host due to the heavy one-off infrastructure investment, so it is bad business.

Germany is going through the paces of economic self-evisceration. Their PMI clocked at 42.6, below the consensus of 44. Output levels fell at the fastest pace in 9 months, and new orders shrank the most in 3 months. The backlog of work, which decreases when supply outstrips demand, continued to fall, and employment printed the biggest decline since March. Across the Eurozone, it was the same story, where employment collapsed at the fastest pace in 2024 so far. In the past, the ECB has pointed to the robustness of European labour markets as a reason for delaying rate cuts; today's data may motivate a change of tune.

The US also offers little reassurance. New home sales disappointed markets, to print 617k for June, and MBA mortgage applications for the week to 19 July posted a 2.2% fall against the week prior, even despite benchmark mortgage rates falling by 5bps. Applications to purchase a new home fell 4%.

The weak macro picture will continue to weigh on oil demand globally. Few economies have managed to escape a depressing outlook, hamstrung by tight monetary policy, exploding national debt, and struggling housing markets. It is bad, folks, really bad... except in India and much of the Global South!

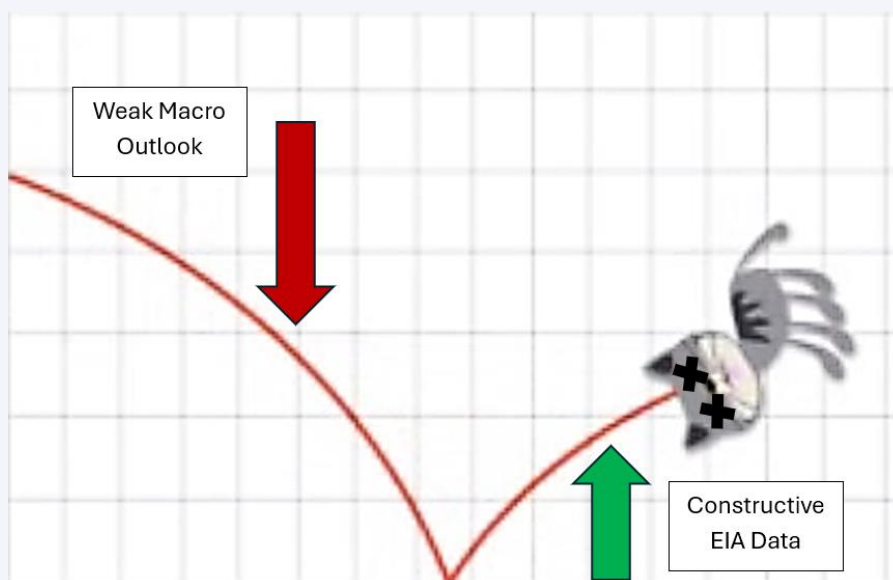
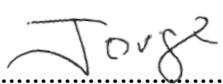



Figure 1: Dead cat bounce, (We like kittens, so we hope is not dead yet)

Jorge Montepeque:   
 Managing Director for Benchmarking  
 jmontepeque@onyxcapitalgroup.com

Harinder Sandhu:   
 Quantitative Research Analyst  
 hsandhu@onyxcapitaladvisory.com

Will Cunliffe:   
 Research Analyst  
 wcunliffe@onyxcapitaladvisory.com



<b>Front Month Outrights</b>				
<b>August Swaps</b>		<b>24-Jul-24</b>	<b>1-Day Change</b>	<b>7-Day Change</b>
<b>Crude</b>				
Brent	(\$/bbl)	<b>80.940</b>	+1.030	-2.740
WTI	(\$/bbl)	<b>77.450</b>	+1.140	-3.140
Dubai	(\$/bbl)	<b>80.130</b>	+1.110	-3.250
<b>Distillates</b>				
Gasoil 0.1 NWE	(\$/mt)	<b>753.680</b>	+15.320	-9.340
NWE Jet	(\$/mt)	<b>805.180</b>	+14.820	-8.840
Singapore 10ppm	(\$/bbl)	<b>97.710</b>	+1.990	-1.320
Sing Kero	(\$/bbl)	<b>96.750</b>	+2.110	-1.110
<b>Gasoline</b>				
RBOB	(c/gal)	<b>241.960</b>	+3.680	-3.870
EBOB	(\$/mt)	<b>804.540</b>	+11.480	-15.290
Singapore 92	(\$/bbl)	<b>89.390</b>	+1.280	-1.230
Singapore 95	(\$/bbl)	<b>93.890</b>	+1.280	-1.080
<b>Naphtha</b>				
US C5 ENT	(c/gal)	<b>149.640</b>	+1.530	-5.830
NWE Naphtha	(\$/mt)	<b>659.050</b>	+6.320	-18.060
MOPJ Naphtha	(\$/mt)	<b>675.710</b>	+5.980	-19.400
<b>Fuel Oil</b>				
3.5% barges	(\$/mt)	<b>456.760</b>	+5.970	-15.550
Singapore 380	(\$/mt)	<b>477.760</b>	+6.620	-16.800
Singapore 180	(\$/mt)	<b>484.260</b>	+6.690	-16.800
0.5% barges	(\$/mt)	<b>541.020</b>	+7.110	-15.430
Singapore 0.5%	(\$/mt)	<b>581.660</b>	+6.160	-14.800
<b>NGLs</b>				
US Propane LST	(c/gal)	<b>77.980</b>	+1.272	-0.896
NWE Propane	(\$/mt)	<b>559.780</b>	+4.630	-11.160
Saudi Propane CP	(\$/mt)	<b>581.780</b>	+5.630	-5.660
Asian Propane FEI	(\$/mt)	<b>631.280</b>	+7.080	-6.160
US Butane ENT	(c/gal)	<b>96.860</b>	+1.640	-0.520
Saudi Butane CP	(\$/mt)	<b>573.780</b>	+6.040	-1.710



## Long Tenor Swaps

		Balmo	Aug-24	Sep-24	Oct-24	Nov-24	Q4-24	Q1-25
<b>Crude</b>								
Brent	(\$/bbl)	81.730	80.940	80.210	79.620	79.140	79.163	78.057
WTI	(\$/bbl)	77.840	77.450	76.520	75.720	75.050	75.090	73.653
Dubai	(\$/bbl)	80.980	80.130	79.670	79.080	78.560	78.580	77.440
<b>Distillates</b>								
Gasoil 0.1 NWE	(\$/mt)	753.000	753.680	754.620	751.870	746.830	747.487	738.927
NWE Jet	(\$/mt)	809.000	805.180	805.620	804.370	800.830	801.487	796.427
Singapore 10ppm	(\$/bbl)	97.460	97.710	97.800	97.630	97.200	97.197	96.323
Sing Kero	(\$/bbl)	96.500	96.750	96.910	96.890	96.610	96.607	95.820
<b>Gasoline</b>								
RBOB	(c/gal)	246.000	241.960	222.860	216.730	212.610	213.390	218.440
EBOB	(\$/mt)	807.540	804.540	791.040	745.290	725.290	727.457	712.123
Singapore 92	(\$/bbl)	90.590	89.390	88.040	86.840	85.890	86.007	84.907
Singapore 95	(\$/bbl)	95.090	93.890	92.490	91.140	90.090	90.140	88.507
<b>Naphtha</b>								
US C5 ENT	(c/gal)	148.760	149.640	150.260	150.760	150.880	150.840	150.380
NWE Naphtha	(\$/mt)	671.550	659.050	650.550	646.550	641.800	641.800	628.967
MOP-Japan Naphtha	(\$/mt)	681.710	675.710	668.960	663.460	658.210	658.293	643.377
<b>Fuel Oil</b>								
3.5% barges	(\$/mt)	460.260	456.760	450.510	441.510	435.010	435.843	428.177
Singapore 380	(\$/mt)	485.760	477.760	464.760	452.260	443.510	445.010	434.343
Singapore 180	(\$/mt)	491.010	484.260	472.510	462.010	454.010	455.510	447.093
0.5% barges	(\$/mt)	545.020	541.020	532.770	526.520	521.400	521.480	509.770
Singapore 0.5%	(\$/mt)	587.660	581.660	574.410	568.160	562.790	562.953	549.743
<b>NGLs</b>								
US Propane LST	(c/gal)	77.100	77.980	78.860	79.980	80.480	80.273	78.657
NWE Propane	(\$/mt)	565.280	559.780	555.780	550.780	549.780	549.947	528.613
Saudi Propane CP	(\$/mt)	581.780	581.780	582.780	589.780	596.780	595.780	585.280
Asian Propane FEI	(\$/mt)	635.780	631.280	629.780	632.280	634.780	633.113	607.280
US Butane ENT	(c/gal)	96.360	96.860	97.360	97.610	97.990	97.737	94.780
Saudi Butane CP	(\$/mt)	573.780	573.780	580.780	587.780	594.280	593.280	581.780



<b>Front Month Spreads</b>				
<b>Aug/Sep</b>		<b>24-Jul-24</b>	<b>1-Day Change</b>	<b>7-Day Change</b>
<b>Crude</b>				
Brent	(\$/bbl)	0.730	+0.070	-0.100
WTI	(\$/bbl)	0.930	+0.110	-0.150
Dubai	(\$/bbl)	0.460	+0.040	-0.330
<b>Distillates</b>				
Gasoil 0.1 NWE	(\$/mt)	-0.940	+0.630	+0.470
NWE Jet	(\$/mt)	-0.440	+0.130	+0.970
Singapore 10ppm	(\$/bbl)	-0.090	+0.040	+0.050
Sing Kero	(\$/bbl)	-0.160	+0.080	+0.100
<b>Gasoline</b>				
RBOB	(c/gal)	19.100	+0.040	+0.130
EBOB	(\$/mt)	13.500	+0.500	+1.500
Singapore 92	(\$/bbl)	1.350	-0.050	+0.300
Singapore 95	(\$/bbl)	1.400	-0.050	+0.250
<b>Naphtha</b>				
US C5 ENT	(c/gal)	-0.620	+0.000	+0.000
NWE Naphtha	(\$/mt)	8.500	-0.500	+0.000
MOP-Japan Naphtha	(\$/mt)	6.750	-0.750	-1.250
<b>Fuel Oil</b>				
3.5% barges	(\$/mt)	6.250	-0.250	+0.250
Singapore 380	(\$/mt)	13.000	-0.500	-0.750
Singapore 180	(\$/mt)	11.750	-0.250	-0.500
0.5% barges	(\$/mt)	8.250	+0.500	+1.750
Singapore 0.5%	(\$/mt)	7.250	+0.250	+1.000
<b>NGLs</b>				
US Propane LST	(c/gal)	-0.880	+0.000	+0.000
NWE Propane	(\$/mt)	4.000	+0.000	-1.500
Saudi Propane CP	(\$/mt)	-1.000	+0.000	+0.500
Asian Propane FEI	(\$/mt)	1.500	+0.500	+2.500
US Butane ENT	(c/gal)	-0.500	-0.120	-0.120
Saudi Butane CP	(\$/mt)	-7.000	-0.500	-0.500



<b>Front Month Cracks and Diffs</b>			
<b>August</b>	<b>24-Jul-24</b>	<b>1-Day Change</b>	<b>7-Day Change</b>
<b>Crude</b>			
Brent/Dubai (\$/bbl)	0.820	-0.070	+0.520
WTI/Brent (\$/bbl)	-3.490	+0.100	-0.400
<b>Distillates</b>			
Gasoil 0.1 NWE crack (\$/bbl)	20.230	+1.030	+1.490
NWE Jet crack (\$/bbl)	21.240	+0.850	+1.620
NWE Jet Diff (\$/mt)	51.500	-0.500	+0.500
Gasoil E/W (\$/bbl)	-25.750	-0.500	-0.500
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.960	+0.120	+0.210
<b>Gasoline</b>			
TA Arb (RBOB vs EBOB) (c/gal)	12.000	+0.400	+0.500
EBOB crack (\$/mt)	15.640	+0.320	+0.900
Singapore 92 crack (\$/bbl)	8.440	+0.220	+1.500
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-7.200	-0.100	+0.600
European Gasnaph (EBOB vs Naphtha) (\$/mt)	145.520	+5.150	+2.800
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	68.820	+4.590	+8.980
<b>Naphtha</b>			
US C5 ENT vs WTI Crack	-14.610	-0.530	+0.670
NWE Naphtha Crack (\$/bbl)	-6.900	-0.350	+0.700
MOPJ Naphtha Crack (\$/bbl)	-5.020	-0.380	+0.560
Naphtha E/W (NWE vs MOPJ) (\$/mt)	16.750	-0.250	-1.250
<b>Fuel Oil</b>			
3.5% barges crack (\$/bbl)	-9.000	-0.100	+0.300
Singapore 380 crack (\$/bbl)	-5.690	+0.010	+0.110
Singapore 180 crack (\$/bbl)	-4.670	+0.000	+0.100
Visco (180-380) (\$/mt)	6.500	+0.000	+0.000
HSFO E/W (380 vs 3.5% barges) (\$/mt)	21.000	+0.650	-1.250
0.5% barges crack (\$/bbl)	4.250	+0.050	+0.300
Singapore 0.5% crack (\$/bbl)	10.650	-0.100	+0.400
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	40.950	-0.640	+0.940
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	83.820	+0.640	-0.320
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	103.780	-0.640	+1.890
0.5% barges/gasoil (\$/mt)	-213.100	-8.710	-6.660
Sing 0.5% vs Sing 10ppm (\$/mt)	-146.280	-8.730	-5.090
<b>NGLs</b>			
US Propane LST vs NWE Propane (\$/mt)	-153.500	+2.000	+6.500
US Propane LST vs Asian Propane FEI (\$/mt)	-225.000	-0.500	+1.500
Asian Propane FEI vs NWE Propane (\$/mt)	71.500	+2.500	+5.000
Asian Propane FEI vs Saudi Propane CP (\$/mt)	49.500	+1.500	-0.500
European Pronap (NWE Propane vs NWE Naphtha) (\$/mt)	-99.190	-1.610	+6.800
Asian Pronap (FEI vs MOPJ) (\$/mt)	-93.940	-0.450	+13.730



## Long Tenor Cracks / Diffs

	Balmo	Aug-24	Sep-24	Oct-24	Nov-24	Q4-24	Q1-25
<b>Crude</b>							
Brent/Dubai (\$/bbl)	0.750	0.820	0.540	0.540	0.580	0.580	0.613
WTI/Brent (\$/bbl)	-3.890	-3.490	-3.690	-3.900	-4.090	-4.073	-4.403
<b>Distillates</b>							
Gasoil 0.1 NWE crack (\$/bbl)	19.34	20.23	21.08	21.30	21.11	21.17	21.13
NWE Jet crack (\$/bbl)	20.93	21.24	22.03	22.46	22.49	22.55	23.02
NWE Jet Diff (\$/mt)	56.00	51.50	51.00	52.50	54.00	54.00	57.50
Gasoil E/W (\$/bbl)	-26.92	-25.75	-26.01	-24.51	-22.66	-23.36	-21.31
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.96	-0.96	-0.89	-0.74	-0.59	-0.59	-0.50
<b>Gasoline</b>							
TA Arb (RBOB vs EBOB) (c/gal)	15.180	12.000	-3.240	3.690	5.290	5.443	14.867
EBOB crack (\$/mt)	15.220	15.640	14.780	9.860	7.940	8.180	7.453
Singapore 92 crack (\$/bbl)	8.850	8.440	7.840	7.220	6.750	6.843	6.843
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-6.360	-7.200	-6.930	-2.640	-1.190	-1.333	-0.593
European Gasnaph (EBOB vs Naphtha) (\$/mt)	136.020	145.520	140.520	98.770	83.520	85.687	83.187
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	72.810	68.820	64.320	59.830	57.160	58.053	63.807
<b>Naphtha</b>							
US C5 ENT vs WTI Crack	-15.370	-14.610	-13.410	-12.400	-11.690	-11.740	-10.493
NWE Naphtha Crack (\$/bbl)	-6.280	-6.900	-7.110	-6.980	-7.040	-7.057	-7.393
MOPJ Naphtha Crack (\$/bbl)	-5.140	-5.020	-5.030	-5.070	-5.170	-5.193	-5.767
Naphtha E/W (NWE vs MOPJ) (\$/mt)	10.250	16.750	18.500	17.000	16.500	16.583	14.500
<b>Fuel Oil</b>							
3.5% bgs crack (\$/bbl)	-9.220	-9.000	-9.220	-10.070	-10.610	-10.503	-10.603
Singapore 380 crack (\$/bbl)	-5.220	-5.690	-6.990	-8.400	-9.290	-9.080	-9.647
Singapore 180 crack (\$/bbl)	-4.400	-4.670	-5.770	-6.840	-7.620	-7.407	-7.627
Visco (180-380) (\$/mt)	5.250	6.500	7.750	9.750	10.500	10.500	12.750
HSFO E/W (380 vs 3.5% bgs) (\$/mt)	25.500	21.000	14.250	10.750	8.500	9.167	6.167
0.5% bgs crack (\$/bbl)	4.090	4.250	3.700	3.280	2.960	2.950	2.210
Singapore 0.5% crack (\$/bbl)	10.810	10.650	10.270	9.870	9.500	9.507	8.530
VLSFO E/W (Sing 0.5% vs 0.5% bgs) (\$/mt)	42.950	40.950	41.950	41.950	41.700	41.783	40.283
European Hi5 (0.5% bgs vs 3.5% bgs) (\$/mt)	84.320	83.820	81.820	84.570	85.950	85.197	81.153
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	101.780	103.780	109.530	115.780	119.160	117.823	115.280
0.5% bgs/gasoil (\$/mt)	-208.420	-213.100	-222.290	-225.790	-225.870	-226.447	-229.507
Sing 0.5% vs Sing 10ppm (\$/mt)	-138.420	-146.280	-154.200	-159.180	-161.350	-161.160	-167.790
<b>NGLs</b>							
US Propane LST vs NWE Propane (\$/mt)	-163.59	-153.5	-144.92	-134.08	-130.48	-131.72	-118.81
US Propane LST vs Asian Propane FEI (\$/mt)	-234.09	-225	-218.92	-215.58	-215.48	-214.887	-197.477
Asian Propane FEI vs NWE Propane (\$/mt)	70.5	71.5	74	81.5	85	83.167	78.667
Asian Propane FEI vs Saudi Propane CP (\$/mt)	54	49.5	47	42.5	38	37.333	22
European Pronap (\$/mt)	-106.19	-99.19	-94.69	-95.69	-91.94	-91.773	-100.273
Asian Pronap (FEI vs MOPJ) (\$/mt)	-99.94	-93.94	-86.19	-73.69	-61.44	-62.523	-58.107



<b>Inter-month Crack Spreads</b>			
<b>Aug/Sep</b>	<b>24-Jul-24</b>	<b>1-Day Change</b>	<b>7-Day Change</b>
<b>Crude</b>			
Brent/Dubai (\$/bbl)	0.280	+0.030	+0.250
WTI/Brent (\$/bbl)	0.200	+0.040	-0.060
<b>Distillates</b>			
Gasoil 0.1 NWE crack (\$/bbl)	-0.850	+0.020	+0.170
NWE Jet crack (\$/bbl)	-0.790	-0.050	+0.210
NWE Jet Diff (\$/mt)	0.500	-0.500	+0.500
Gasoil E/W (\$/bbl)	0.260	-0.340	-0.100
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.070	+0.040	+0.050
<b>Gasoline</b>			
TA Arb (RBOB vs EBOB) (c/gal)	15.240	-0.100	-0.310
EBOB crack (\$/mt)	0.860	-0.040	+0.250
Singapore 92 crack (\$/bbl)	0.600	-0.130	+0.370
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-0.270	-0.110	+0.120
European Gasnaph (EBOB vs Naphtha) (\$/mt)	5.000	+1.000	+1.500
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	4.500	+0.330	+3.760
<b>Naphtha</b>			
US C5 ENT vs WTI Crack	-1.200	-0.120	+0.140
NWE Naphtha Crack (\$/bbl)	0.210	-0.130	+0.060
MOPJ Naphtha Crack (\$/bbl)	0.010	-0.160	-0.080
Naphtha E/W (NWE vs MOPJ) (\$/mt)	-1.750	-0.250	-1.250
<b>Fuel Oil</b>			
3.5% barges crack (\$/bbl)	0.220	-0.140	+0.080
Singapore 380 crack (\$/bbl)	1.300	-0.160	-0.040
Singapore 180 crack (\$/bbl)	1.100	-0.130	-0.010
Visco (180-380) (\$/mt)	-1.250	+0.250	+0.250
HSFO E/W (380 vs 3.5% barges) (\$/mt)	6.750	-0.250	-1.000
0.5% barges crack (\$/bbl)	0.550	+0.000	+0.350
Singapore 0.5% crack (\$/bbl)	0.380	-0.050	+0.220
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	-1.000	-0.250	-0.750
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	2.000	+0.750	+1.500
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	-5.750	+0.750	+1.750
0.5% barges/gasoil (\$/mt)	9.190	-0.130	+1.130
Sing 0.5% vs Sing 10ppm (\$/mt)	7.920	-0.050	+0.620
<b>NGLs</b>			
US Propane LST vs NWE Propane (\$/mt)	-8.580	+0.000	+1.500
US Propane LST vs Asian Propane FEI (\$/mt)	-6.080	-0.500	-2.500
Asian Propane FEI vs NWE Propane (\$/mt)	-2.500	+0.500	+4.000
Asian Propane FEI vs Saudi Propane CP (\$/mt)	2.500	+0.500	+2.000
European Pronap (NWE Propane vs NWE Naphtha ) (\$/mt)	-4.500	+0.500	-1.500